YANKEE HEROES.

They Sank the Merrimac by Sampson's Orders.

RAN HER INTO THE CHANNEL

Hobson and His Seven Men Blew Her Up and Are Prisoners.

A Part of Our Plan to Block the Channel and Bettle Up Cervera-There Were Many Volunteers for the Dangerons Work-The Steamer Rushed Into the Harbor Under n Terrific Spanish Fire - They Anchored Her in Midchanuel, Emburked in a Rowbont, and Bravely Pushed Of Arter Setting Off an Internal Explosive-The Rig Collier Bank in the Channel-The Eight Gallant Men, Unable to Make Their Way linck Through the Hall of Protrottles, Gave Thomselves Up as Prisoners.

Special Cable Desputch to THE SIM

KINGSTON, Jamaica, June 4.-THE SUN'S despatch boat which has just arrived here brings details of the sinking of what the Spaniards called an American auxiliary cruiser in the entrance to the bay of Santiago yesterday afternoon. The first advices received here and cabled to New York were from a Spanish source. These were to the effect that the Spaniards had allowed the vessel, which was really the collier Merrimac, to pass the first line of submarine mines guarding the entrance, but when she reached the second line a torpedo was sent against her, with the result that she was sunk. This was, of course, a Spanish fiction. The facts are as follows:

Admiral Sampson, who is now in command of the American fleet off Santiago, determined to block the entrance to prevent the escape of Admiral Cervera's squadron. This decision was arrived at as part of the plan of the American Government.

The intention is to use the land forces to compel the capitulation of Santiago and the surrender of Admiral Cervera's squadron. By sinking the Merrimac in the channel the egress of the Spanish ships is prevented, and there is, therefore, no danger of their putting to sea and escaping some stormy night when the American ships would be compelled to run out for

. Once the plan of blocking the entrance was decided upon, the Merrimac was selected for the purpose, as owing to her length-330 feet-she would completely close the channel, even if she did not sink directly across it.

Admiral Sampson caused it to be known aboard the ships that volunteers were wanted for the perilous task of running the vessel past the batteries and sinking her. It was a desperate undertaking, as every man in the fleet knew, for the chances were very great that if the Merrimac passed the batteries unscathed she would be blown up by a mine. This, however, did not deter either officers or men from volunteering.

In fact, they jumped at the chance and many signified their willingness to carry out the Admiral's plan. The lafter found considerable difficulty in picking out the eight men that were required for the work owing to the great number that had volunteered. Some of the men were much disgruntled to find that they had been passed over in the selection.

Finally, however, Naval Constructor Hobson and seven other men were picked out, the former commanding the gallant crew. They at once went on board the collier, where preparations were made for the work ahead of them. After everything had been arranged the officers and crew of the Merrimac left her, going on board the Texas.

Then, with everything in readiness, and with those on board of her facing what appeared to be sure death, the Merrimac started for the entrance at S o'clock Friday morning.

For some unknown reason the Spaniards made no attempt to blow up the vessel with their mines, but they did direct some of the fire from the batteries upon her, She was hit a number of times, but the shots did not check her progress and she went along until she reached the narrowest part of the channel, when she dropped her anchor. Her headway caused her to drag considerably, but finally the anchor checked her and she swung broadside on to the channel.

Then the men set off a torpedo stored | and stood to the westward. away in the fore hold, and entering a rowboat pushed off. There must have been a large hole torn in her hull by the the shore just outside of the breakers for a explosion which followed, for she sank in a s jort time.

Meanwhile Constructor Hobson and the brave men with him were pulled away from the ship. The Merrimac gave a lungs and plunged to the bottom, gofor down in from thirty-five to forty

feet of water. Part of her smokestack and masts project above the water. It was, of course, impossible for Hobson and his crew to pass out of the harbor In

They therefore calmly proceeded to row to the Cristobal Colon, the flagship of the Spanish squadron, where they yielded themselves prisoners of war.

face of the fire from the batteries.

Though they had shut off all chances of escape for the Spanish fleet, Admiral Cervera recognized and admired their bravery. They were treated kindly, and later in the day the Spanish commander send out a boat with a flag of truce to Admiral Sampson with an offer to exchange his prisoners for some of the Spaniards who are now confined at

Admiral Sampson could not arrange to do this on his own responsibility, but he has cabled to Washington for permission to effect the exchange.

The prisoners were taken shortly after their capture to Morro Castle, where they will be confined until their exchange can be effected. Among the eight men is Clausen, the coxswain of the New York.

The flag of truce was carried to Admiral Sampson by Capt. Oviedo, Admiral Cervera's chief of staff. He told Admiral Sampson that the prisoners had requested that provisions and money be sent to them.

This request was cheerfully acceded to and the money and supplies were taken back on the boat on which Capt. Oviedo visited the American flagship. The sinking of the Merrimac was caused

by a small torpedo that had been arranged in her lower hold. This was connected by electric wires with the quarterdeck, from which it was exploded.

The men aboard of the Merrimac ran no danger from the explosion, and it is supposed that those who were wounded received their injuries from the shore bat-

Admiral Cervera, who has spent some time in the United States, complimented the men upon their bravery.

His appreciation of their act was shown in his note to Admiral Sampson, in which he requested an exchange of prisoners because of the bravery of those he had

The American naval officers speak in highly complimentary terms of the chivalry displayed by Admiral Cervers, and are wishing for an opportunity to return

Cadet Powell, who was the last man to see Lieut. Hobson before his start, and who had charge of the launch during its perilous trip, after much needed sleep told the story of his experience. He said:

"Lieut. Hobson took a sleep for a few hours, which was often interrupted. A quarter to two o'clock he came on deck and made a final inspection, giving his of the United States are placed. The erection last instructions. Then we had a little

"Hobson was as cool as a cucumber. About 2:30 o'clock I took the men who were not going on the trip into the launch and started for the Texas, the nearest ship, but had to go back for one of the assistant engineers whom Hobson finally compelled to leave. I shook hands with Hobson the last of all. He said: "Powell, watch the boat's crew when we pull out of the harbor. We will be cracks, rowing thirty strokes to the

" After leaving the Texas I saw the Merrimac steaming slowly in. It was only fairly dark then and the shore was quite visible. We followed about three-quarters of a mile astern. The Merrimac stood about a mile to the westward of the harbor and seemed a bit mixed, turning completely around, finally heading to the east, she ran down, then turning in.

"We were then chasing him because I thought Hobson had lost his bearings. When Hobson was about 200 yards from the harbor the first gun was fired from the eastern bluff.

"We were then half a mile off shore, close under the batteries. The firing increased rapidly. We steamed in slowly and lost sight of the Merrimac in the smoke which the wind carried off shore. It hung heavily.

"Before Hobson could have blown up the Merrimac the western battery picked up and commenced firing. They shot wild. and we only heard the shots.

"We ran in still closer to the shore and the gunners lost sight of us. Then we heard the explosion of the torpedo on the Merrimac. Until daylight we waited just outside the breakers, half a mile to the westward of Morro, keeping a bright lookout for the boat or for swimmers, but saw nothing.

"Hobson had arranged to meet us at that point, but, thinking that some one might have drifted out, we crossed in front of Morro and the mouth of the harbor to the eastward. About 5 o'clock we crossed the harbor again within a quarter of a mile

"In passing we saw one spar of the Merrimac sticking out of the water. We hugged mile and then turned toward the Texas, when the batteries saw us and opened fire. It was then broad daylight. The first shot

Baif Bates to Montreal. Fiftieth anniversary of St. Mary's (Jesuis) Coli Monteal. New York Central will sell sinkests arious routes to Monteal. June 17 on 80, good urning to July 1, at one fare for round, trip.

fired dropped 80 vards astern, but the other shots went wild. I drove the launch for all she was worth, finally making the New York. The men behaved splendidly."

SAMPSON'S ACCOUNT OF IT.

The binking of the Morriman Bricky Told—The Admiral Says Corvers Cannot Hocare, WASHINGTON, June 4.-This cable despatch rom Admiral Sampson was made public by the Navy Department this afternoon:

"Moi.m. Hayti, June 4 .- Succeeded in sinking Merrimac in the channel of Santiago to-day at 4 P. M., June 3. This was carried out most stallantly under command of Naval Constructor Hobson and seven men. By flag of truce from Cervera, sent in recognition of their bravery, am informed all are prisoners of war. Two alightly wounded. Request authority to approve exchange, if possible, between these and prisoners at Atlanta. Six of Spanish squadron in the harbor of Santiago, unable to avoid being captured or destroyed. SAMPSON."

The sinking of the collier Merrimac in Santiago harbor, thus cutting off means of escape for Cervera's squadron, has put the Government officials in a happy state of mind to-day. At the Navy Department officers are congratulating one another over what Commander Hobson has done. They breath easier now in the certainty that the Spanish ships cannot get away. The fear that a hurricane would drive the squadrons of Sampson and Schley from the blockaded port and permit Cervera to escape has certainly vanished. Storms are no longer dreaded. While t will be necessary to keep some yessels off Santiago to prevent the enemy from attempting oremove the wreck of the Merrimac, the whole American fleet can safely go away if stress of reather makes it necessary, and not return to is vigil off the port for several days. The renoval of the wreck will be a big undertaking, and cannot be accomplished in less than a week. Some officers think that three weeks of uninter rupted work will be necessary to clear the channel of the obstruction.

The corking of Santiago's bottle-shaped harbor will not make any change in the plans of the Administration. For the present the combined soundrons now under Admiral Sampson's command will remain there without doing anything more than keeping the Spaniards from attempt ing to remove the Merrimae or erecting new batteries. The plan of attacking the fortifications and forcing a passage through the supposed torpedo fields will remain in abeyance now that the Merrimac's mission has been accomplished successfully. Everything now depends on the movements of the military force to be ent to Santiago. Until the land expedition arrives there the ships will take it easy. Adrantage will be taken of the opportunity to clean the bulls of some of them, which are covered with foul vegetable and marine growths, and all the vessels will fill their co punkers. It is not unlikely that the smaller ships will go into some quieter barbor on the southern coast of the island to take on coal.

When the army force reaches Santiago active operations will begin with the intention of capturing the city, its fortifications, and Cervera's ships. How soon the military expedition will reach Santiago the War Department authorities will not tell and the naval authorities have given p guessing. Much criticism of the army is being indulged in by naval men. They believe that the army administration is unnecessarily slow, and are chafing over the delay in getting troops to support the naval force. Every hour of delay means more to the enemy than it does to the United States, they contend, as it will permit the strengthening of old and the erection of new defences about the beleaguered town at points which the guns of the American ships cannot reach from their present position outside the entrance to the bay. The joint attack is to begin as soon as the heavy siege guns of these will be an undertaking that will probably lead to unavoidable fighting by the land forces, but, according to the view of naval officers, it will be done with greater case if there is no further delay.

Admiral Sampson's official despatch, received this afternoon, said that six Spanish ships were in the barbor of Santiago, unable to avoid being captured or destroyed. This is indicative of the intention of the Navy Department to make quick work of Cervera's squadron. The six vessels are the armored cruisers Vizoaya, Oquendo, Infanta Maria Teresa, and Cristobal Colon, and the torpedo boat destroyers Furor and Pluton. Until Sampson's despatch camthe department had not received positive information that all six were there. Sobley had seen three cruisers and both destroyers, but the fourth armorelad had not been sighted. In sending word to Sampson by flag-of-truce boat that he would exchange Hobson and his crew. Admiral Cervera gave the first intimation to the world that he was still in Santiago, and disposed of the reports circulated by the Spanish Government that he was on his way to the Philippines. The reports said to have come from Santiago that Cervera would attempt to destroy the Merrimac and effect a junction with Admiral Camara's Cadiz squadron are re garded at the Navy Department as the veries nonsense. In the first place Cervera cannot remove the hull of the big collier, and if he could Sampson would be ready to knock his vessels into smithereens. He cannot make any junc tion with Camara, for the latter has not left Cadiz. The Navy Department knows this post tively. Late last night a message came from a trustworthy source saying that the reserve squadron was still at the Spanish port with no

prospect of an early departure. The advantage gained by sinking the Merrimac in the entrance channel at Santiago cannot be overestimated. The project emanated with the Naval War Board, and its members are feel ing very happy to-day over the success of their scheme. They at first decided to send some eld choosers to Santiago to occupy the spot where the Merrimac lies, and, as told in THE SUN at the time, telegraphed to officers at Key West and Tampa to get three vessels for the purpose, Afterward the schooner plan was abandone on account of the delay that would be caused by sending sailing craft around to the southern coast of Cubs, and the fulfilment of the project was left to the discretion of Admiral Sampson. In the Merrimac the admiral found just the vessel he needed. She had developed defects in her machinery and would be of little use without extensive repairs. Assistant Engineer Crank, the engineer officer attached to the collier, had reported to the Navy Department that she was in a bad way, and he found considerable difficulty in making her engines work. This condition settled the fate of the vessel. She was selected to be used as an obstruction to navigation at Santiago, and Sampson proceeded to carry out the idea of the War Board as soon as he joined Schley. The Merrimac was sunk, according to the opinion of officers here, at the first turn in the channel after passing the entrance. Capt. Charles D. Sigabes of the St. Paul. whose opinion is valuable because he was at Santiago ten days ago, told THE SUS reporter to-day that the channel was very narrow at the first turn, and a ship as large as the Merrimac would effectually block egress and ingress for vessels like the cruisers under Cervera. Other officers, one of whom, Capt. John R. Bartlett, chief of the Naval Intelligence Office, had been in Santingo harbor three times, expressed the same view.

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THE HERO OF SANTIAGO. course at the Naval Academy for cadets who

The Sun.

HOBSON'S DARING DEED UNDER THE FIRE OF THE ENEMY'S GUNS.

With Seven Hen He Scuttles the Merrimae in

the Blouth of Continge Marbor-Admiral Corresp Reservines life Bravery and Offers to Exchange Mim and the Gallent Mon Who Accompanied Him in His Perilous Undertaking-Br-Secretary Merbert Says Ho to of the Staff of Which Moroce Are Made.

WASHINGTON, June 4.-When the news came

from Admiral Sampson late this afternoon that Naval Constructor Richmond Pearson Hobson had commanded the Merrimae in her perilous undertaking naval officers were astonished. Their surprise was not due to the belief that on was not capable of performing such a daring deed, for he was considered a man of undoubted courage, but over the selection for the work of a member of a corps that is less oncerned with hostilities than any other branch of the naval establishment. The idea of putting a constructor in charge of the most important project that has been undertaken in the West Indies since the war begun was a novel one to Hobson's brother officers. They were wendering what it all means. A constructor is supposed to stay ashore, looking after the building and repairing of ships in which others must do the fighting. But Hobson had formed his plans to be in the thick of the present trouble, and having been successful in overcoming the prejudice against

his opportunity and turned out a hero. He is of the stuff that they make heroes of." said Col. Hilary A. Herbert, former Secretary of the Navy, who, as a Representative in Congress from Alabama, appointed young Hobson to the Naval Academy. Everybody else in Washingten thinks the same to-night, and those who know the hero of the Merrimac are recalling incidents in his career to show how well fitted he was for performing a deed of remarkable gal-

lantry and judgment. Just how Admiral Sampson came to select Hobson instead of some officer of the line, the fighting branch of the service, nobody here knows. The prevailing opinion is that Hobson, always ready with some ingenious scheme. presented a plan to the Admirel showing how the corking up of Cervera could best be accomplished, and asked that the distinction of attempting to carry it out be given him. Admiral Sampson's despatch, like most official messages, s devoid of details. Regret is expressed that he did not include in his telegram the names of the seven gallant enlisted men who accompanied the young naval constructor on the Merrimac. All the officials want to honor them as they are honoring their commander, and naval officers say there is nothing too good for them. Hobson's intrepldity will be recognized, as was Dewey's and his commanding officers, and all the seven enlisted men will undoubtedly receive substantial promotion.

In accordance with the request of Admiral ampson, steps were taken immediately to secure the exchange of Naval Constructor Hobson and his crew. Secretary Alger and Mr. Allen, the Assistant Secretary of the Navy, had an interview on the subject this afternoon with President McKinley, and arrangements were made for securing the release of the eight Americans for an equal number of the Spanish officers and soldiers in confinement at Fort McPherson, near thanta, Go. A telegram was sent by the Navy Department to Admiral Sampson, giving him authority to effect an exchange, and an arrangement will be made with Captain-General Blanco by which the Spanish prisoners will be turned over to him at the same time that Hobson and the sever blue ackets are turned over to Admira Sampson, Much favorable been caused by Cervera's magnanimity in agreeing to exchange Hobson and the other American captives, "in recognition of bravery," to quote Admiral Sampson's official despatch. Cervera resided in Washing ton a number of years ago as naval attaché of the Spanish Legation. He is remembered kindly by those who know him. He understands Americans and their wave, and left many friends here. Everybody who has had acquaintance with Constructor Hobson agrees that he is one of the cleverest men who ever was graduated from the

Like most geniuses Constructor Hobson is regarded as peculiar. Men who were at the Naval Academy while he was there say his iassmates at first attempted to make life miser erable for the quiet, studious boy, but found that he could resent their actions in a way that made them desist before he had been in the Academy very long. He was only 15 years old when he went to Annapolis, and his most marked characteristic was his use of words seldom in the vocabulary of a youngster of his age. One of his classmate: said to-day that Hobson was hazed a great dea in his plebe year, and many a dignified officer had the honor of standing him on his head and making him do all sorts of ridiculous things in the hazing cutriculum. One day Hobson re sented the annoyance to which he was subjected by older cadets in these words:

"I do not desire, and neither will I tolerate any more of your scurrilous contumely. At another time Hobson was fishing from the end of the old Santee wharf, and a passing classmate asked him what he was doing indulging in piscatorial Merely suits," said the future here of the Merri mac exploit. But while other cadets had fun at his expense. Hobson plodded away and graduated from the Academy second in his class. He was the Captain of Company A of the Cadet Battalion. His choice of the Construc tion Corps was not surprising to his friends, for it offered opportunity for the pursuit of mathe-

Mr. Hobson is not yet 28 years of age. He was born Aug. 17, 1870, in Greensboro, Hale county, Ala., where he attended the Southern Universi ty, graduating at the head of his class. Then h wanted to go to the Naval Academy, and the chance was afforded when Col. Hilary A. Herbert, the Representative in Congress from the Montgomery district, had a vacancy at the Academy to fill. Col. Herbert and Judge Hobson of Mobile, the father of the Constructor, were in the same regiment in the Confederate Army. They fought side by side at the battle of Sharpsburg. Col. Herbert held a competitive examination and young Hobson made the highest percentage. He received the appointment and went to the Academy in Sep tember, 1885. After graduating, in 1989, the youngest man in his class, he was sent as a cadet on the flagship Chicago with a squadron of evolution, and cruised in the Mediterranean and South American waters until October, 1890 Then he was ordered to a special course in construction at Paris. He spent one year at the Ecole Nationale Superleure du Mines and two years at the École Applications du Genie Maritime. In the summer months he studied ship construction at the French shippards. Several diplomes for distinction were conferred on him by the French schools which he attended. After visiting the English shippards, he returned to the United States in December, 1893, and was on duty at the Navy Department as an Assist ant Naval Constructor from January, 1894, to April, 1895. During that time he wrote a nunber of papers on technical subjects which at tracted wide attention

In 1895 and the following year he was or duty at the Brooklyn Navy Yard, and in the summer of 1896 went to sea with Commodore Bunce's squadron. It was Mr. Hobson who pro-

intended to enter the Construction Corps. Before that time all constructors were educated abroad. Mr. Hobson was placed in charge of the course, and through that means he found a way of going with Admiral Samp-

son's squadron just before the war began. It was his idea that constructors should be asaigned to sea duty in time of hostilities on account of their knowledge of construction of salps, which would enable them to point out the vital parts of an enemy's vessels and thus materially assist commanding officers in conducting engagements. He also succeeded in having his class construction students assigned to the squadrons sugaged in operations. Last April he was assigned to the flagship New York, and was on that vessel when he volunteered to take the Merrimac into the entrance channel of Santiago

Hay. Recently he performed the duties of con-

structor for the fleet at Key West, and directed the construction work of the naval station at that place. Mr. Hobson wrote a number of essays on naval topics. His most noted paper was entitled, "The Situation and Outlook in Europe, and dealt with military, naval, and political subjects. This was published in "The Proceedings of the United States Naval Institute' in January, 1895, and attracted considerable attention abroad. When the China-Japan war began Mr. Hobson applied for duty with the Japanese fleet in order that he might observe the effect of projectiles in vessels of modern construction. He was named for the duty by Secretary Herbert, but at the last moment his orders were revoked. The revocation was attributed variously to the opposiassigning constructors to sea duty, had grasped tion of line officers, who believed that one of their number should have the assignment, and

to the premature publication of the fact was going with the Japanese fleet, which it was reported caused the Government at Tokio to rescind its permission for fear that other nations would be offended over the privilege given the United States. He also applied for observation duty in the Greek-Turkish war. in December, 1896, when only 26 years old, he was nominated by the Mexican Government to represent it on the commission of experts

o conduct trials and pass upon the Mexican vessel Dunata Guerra, built at Philadelphia. Mr. Hobson is of North Carolina stock. He is great nephew of Gov. John Morehead of that State, a grandson of Chief Justice Richmond Pearson, a great-grandson of Col. Williams, enator from Tennessee, and of Hugh Lawson Walte of Tennessee, and a nephew of Richmond Pierson, the present Representative in Congress from the Asheville district of North Carolina. His father was a Judge on the Alabama bench. The Merrimac was a steel single-screw

steamer, built at Newcastle, England, in 1894 and rebuilt by the John N. Robins Company New York, in November, 1897. She was of the highest class in the British Lloyds and in the American Record. Her principal dimensions were: Length, 330 feet; beam, 44 feet; depth from side of the deck to the top of the keel, 29 feet 10 inches; load draught, 24 feet; load displacement, 7,500 tons; total dead weight capacity, 5,700 tons; indicated horse power, 1,300; speed when loaded, 1019 knots; speed with light load, 1119, and could make 13 knots in ballast, Merrimac had two complete steel decks, steel top gallant forecastle, steel pilot nouse, steel wheelhouse aft, wood bridge. Her construction was such that she could be used for earrying cattle and stores, in addition to coal, and would have plenty of space available for hospital purposes. She was purchased from the Hogan line of steamers running out of Saltimore.

AS SEEN THROUGH SPANISH EYES. They Bather Muddled the Facts About the Blowing Up of the Morris

Special Cable Desputch to The Ses. Madrid, June 4. - The official announcement made that an American cruiser, approaching too close to the shore, has been sunk by the batteries at Santiago de Cuba.

It is reported here that besides the vessel sunk at the mouth of Santiago harbor, the Spanish batteries seriously damaged two American ironclads. The affair is described as a brilliant Spanish victory

The Spanish official report of the second engagement at Santiago contains the following: 'An armed transatiantic liner and a cruiser tried to force an entrance into Santiago harbor. The transatiantic steamer was either torpedoed or sunk by the fire of a battery. Admiral Corvers personally saved an American officer from drowning, which proves the closeness of the engagement. Most of the crew were drowned. The batteries reported that they damaged the cruiser, which withdrew."

The official telegram reporting the engagement at Santiago says: "The mines guarding the entrance to the harbor were exploded, and simultaneously fire was opened upon the two vessuls from Morro Fort, the Reina Mercedes. and Socepa Castle. The Merrimac was sunk and the cruiser retired immediately. One officer and seven sailors are in our hands. We had no casualties." Further despatches add: "The Merrimac and

the cruiser advanced under the cover of the lowa's fire, whereupon two torpedo-boat destroyers, under the protection of the fire of the Almiante Oquendo, which carried Admiral Cervera's flag, terpedged the Marrimao and sunk her. The prisoners were taken on board the Almirante Oquendo.

The Ministry of Marine has received a laconic message from Admiral Cervers, dated yester day, expressing his thanks for the Government's congratulations. According to Senor Augus Minister of Marine, Cervera does not allude to any recent events.

HATTI'S VERSION OF THE NEWS. A Few More Betatis That Came Over the Cable

Special Cable Desputch to Tun Sci PORT AU PRINCE, Hayti, June 4.- Further dvices received here from Santiago de Cuba confirm the statement cabled yesterday that the American steamer Merrimae had been sunk by a torpedo while attempting to enter the har-

What the object was in sending the vessel into the channel known to be mined is not known here, but it is supposed that the commander of the American fleet was carrying out some strategical plan when he despatched the Merri mac on her perilous mission. Thereport is also confirmed that sight mer

lards-an officer, an engineer, and six seamen. From the information received here it is thought that the prisoners were uninjured by the ex plosion which destroyed their ship. If the Merriuse sank in the channel it is scarcely probable that Admiral Cervera's squadron will be able to leave the harbor, while at the

were captured from the Merrimac by the Span-

terme time the American warships will be Further news from Santiago is awaited with much interest, as it is believed that a big battle has been fought there.

OUR FLEET BEFORE SANTIAGO.

The Spaniards Saw 20 of Our Ships on Friday and Only 17 Yesterday. Special Cable Despatch to THE SUS. CAPE HATTIEN, June 4 .- Advices from Santi-Two American vessels are at Mole St. Nicolas. age are to the effect that twenty American war-

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ships were counted cruising before that port

restorday, among them being five battleships.

fo-day only seventeen ships were seen.

COMFORT FOR THE ENEMY. Madrid Bejoices Bornuse Bonnett's Paper Say We Are Tired of the War.

Special Cable Despatch to THE BUX. MADRID, June 4 .- The entire press is exulting ver an article published in the Paris edition of the New York Herald advocating peace. All of the newspapers interpret it as meaning that the United States Government is appalled at the magnitude of the struggle and is anxious to es cape from a terrible dilemma.

The Epoca says the Herald confesses that the United States is beginning to tire of the war which was provoked by the sensational press; that President McKinley is becoming unpopu-lar, and that public opinion is inclined toward a restoration of peace.

The Epoca continues: "If the Herald really adheres to these opinions we willingly indorse the statements it has made, believing them to be sincere. A nation so great and powerful as the United States would lose nothing by recifying any error she may have committed. We will go further and confess that the inclination for peace is predominant in Spain. We are equally convinced that there is no valid war except the defence of Spain's dignity, which has been outraged by intolerable mposition. Everybody here deplores the borrors of war, but nobody covets peace unless it shall be secured upon honorable terms."

The other newspapers also welcome the Herald's declaration as a presage of peace upon erms favorable to Spain.

There is no confirmation of the rumers of impending peace. Despite Senor Giron's declaration that Spain would not refuse an honorable solution, it is understood that the only condition of peace acceptable at present is the restoration of the status quo anie.

SAMPSON A COMMODORS SOON.

As Acting Rear Admiral He Commands the Most Powerful Fleet in the Savy.

WASHINGTON, June 4.-Acting Rear-Admiral Sampson will become a Commodore on July 3, upon the retirement of Rear-Admiral William A. Kirkland, at present senior officer of the service on the active list. Admiral Sampson is now the senior Captain of the navy. baving been advanced to that grade by the promotion of Commodore Dewey to the rank of Rear-Admiral. He remains the junior Commodore until next November, when Commodore Norton retires, and thus makes one number for him. Admiral Kirkland is the first officer of the navy from the South to be the senior offiwhole service since the war, and is one of the few officers of the navy of high rank appointed from a Southern State. The Admiral hails from North Carolina, and says he intends returning to his old home when he gives up active service. Now he is commandant of the Mare Island Navy Yard, and within two or three weeks is to be detached from duty preparatory to retirement under the age limit. Admiral Miller, now commanding the Pacific station, then becomes senior officer, to remain so until the late autumn, when he, too, retires, Then Admiral Sicard becomes the ranking officer. Of the six Rear Admirals, two only are in command of squadrons, one of whom is Admiral Dewoy and the other Admiral Miller. Of the six flag officers afloat, two are full Rear Admirals, one an acting Rear Admiral, and the others Commodores. The junior officer on the naval register, Admiral Sampson, commands the most powerful fleet, and the senior, Admiral Miller, has the smallest. Admiral Sampson exercises authority over seventy-six vessels, and Admiral Miller over three

BLANCO CUT OFF FROM MADRID All the Cables by Which Me Communicated with Spain Have Been Cut.

Washington, June 4.-It became known for the first time to-day that telegraphic communication between Captain-General Blanco and the authorities at Madrid had been cut off by severing the cable, thus entirely isolating the Spanish forces in Cuba from the Government of Spain, Gen. Greely, Chief of the Signal Corps of the army, who has charge of and telegraph lines, had authority from the department about eight days ago to fit out an expedition and to place it under the direction of Lieut.-Col. James Allen and Capt, Martin Hellen, both of the Signal Corps. No messages have passed over the French cable line from Santiago to Hayti since 7 o'clock last night. No word has yet been received of the cutting of the British cables leaving Cuba by way of Jamaica, but the officials are satisfied that these, too, have been cut.

A steamship fitted for the expedition was secured in New York and all the equipage neces sary for such a venture was taken aboard. The vessel arrived at Key West last Saturday and on Sunday morning started for the east end of Cuba, and the work of grappling for the cable began probably on Tuesday. All the latest devices for locating the cable were utilized, and within four days the object of the expedition has been accomplished. Much credit is due to Col. Allen and Capt. Helieu for the promptness with which the work was executed.

Inasimuon as the cutting of cables is a way neasure, it is not expected that any complications will arise. The fact that the lines must be cut within the three-mile limit was borne in mind by the commanders of the expedition.

PRESS BOATS OUT OF DANGER They Are Ordered to Retire Ten Miles Off San tings dekind Our Fleet.

Special Cable Desputch to THE SUR. KINGSTON, June 4 .- On Thursday evening the press boats, which have been keeping close company with the American fleet since Tuesday's bombardment, were ordered to retire ten miles off Santiago.

This order was doubtless due to the feeling among the naval officers that the presence of non-combatants in the thick of the fight was a drawback to them, and that it would best be overcome by sending them a distance off shore, where their safety would cause no anxiety on board the warships.

This action was taken by the correspondents to mean that a battle was impending, and later their belief was confirmed when the American fleet, numbering fifteen vessels of all classes, prepared for action the same night.

WERE THEY SPANISH WARSHIPS? The Steamer Altai Ran Across Them a Little West of Hayti.

Special Cable Desputch to Tun Sun. Kingsron, Jamaica, June 4.-The steamer Aliai, which arrived here to-day, reports baying seen four Spanish warships off the island of Navassa on Wednesday.

Navassa is a small island between Jamaica and Hayti and about forty miles west of the Haytian coast. There is a large probability of error in this report.

> The Baryard at Kingston. Special Cable Desputch to THE SUL

PORT AU PRINCE, Harti, June 4 .- According o a despatch from Kingston, Jamaica, the United States auxiliary orginer Harvard has

July Coupons on Spain's Bobt to He Paid.

Special Cable Desputch to THE BUK. Panis, June 4.—The Spanish Financial Delegate here has been informed by his Government that the July coupons of the extrior debt will be paid in gold on July 1.

SPAIN IN DIRE CONDITION.

LONDON AND MADRID TARE

GLOOMY VIEWS OF HER PLIGHT

It Becomes More and More Hopeless-Overtures for Peace Would Probably He Wade If the Military Party Did Not Insist That the Army Have a Chance to Retrieve the Manila Defeat

Special Cubic Desputch to THE BUR. LONDON, June 4. The descriptions of the sitnation in Madrid and throughout Spain received in London are of the gloomiest possible character. Most of the correspondents take an altogether hopeless view of Spain's affairs. The staff writer of the Daity Telegraph, under the caption of "The Coming Catastrophe," says that Spain stands on the brink of an abyes from which escape seems impossible, and death with dignity is the only hope. The rottenness of the whole political system and not the unequal contest with the United States is declared to be the

true cause of the coming political tragedy. Castelar's article, which has made such a stir in Madrid this week, is not an extreme utterance. He is outsnoken enough to include the crown with the Cabinet as responsible for the impending disaster. This is his language:

"If further errors are committed, there is no doubt that we shall have at the supreme mo ment of national anguish our own Sedan. I must say this:

The Court mixes itself joo much with political affairs, and thereby is compromised by the incapacity of the head of the Government. The Court likewise is compromised by the Pope. The Court has shown a proference for Generals like Polavieja to the detriment of others like Weyler. The Court has committed us to in direct foreign intervention. Now, the Court is wrong in following the line of policy taken by the French Court in 1792. The domestic crisis continues and now affects individuals in higher position than the Ministers,

Castelar here quete- the rumor that the Queen Regent has proposed to abdicate in favor of another regency to ward off the coming danger. Continuing, he says: "The Queen Regent considers that it is impossible for her to sign a treaty of peace resulting in the loss of a part of the Spanish territory without incurring for herself and her son grave risks. The position of Maria Cristina in the circle of her relatives is precisely the same as that of Marie Antoinette. In the palace the Queen Regent is generally designated as the Austrian more than among the people. The Queen Regent really believes that a Spanish Princess at the head of affairs could steer clear of difficulties, making heavy and perilous sacrifices that would involve the fall of an Austrian Regent, and as the Spanish Constitution requires that the Princesses who may be called to the regency be designated in an unequivocal manner, the Infanta Isabella stands first on the list. The infanta is the sisterin-law of Cristina, is a Madrilena born and bred, and has naturally all the national habits and predilections that Cristina could never make her own. The Queen Regent believes that in confiding the reins of government to Isabella, Alfonso XIII. may be saved from the dangers that now threaten, a hat Spain may at last obtain the desire The Ministers ienials it is gendeny this, but in stype trally credited. - penetrates deeper and deeper, and as we are on the way to a prompt denouement, let us hope that this de-

ouement will not entail a great catastrophe." European newspapers have been rather bus-By discussing fresh schemes of intervention by the powers in the war. Most of these statements go wide of the mark and betray ridiculous ignorance. The position has not been materially altered recently. What change there is coms to work for peace, because it has occurred in Madrid, where the Ministerial politicians are beginning to pluck up courage and look facts in the face. The impression is growing there that earthquakes will not necessarily follow the conclusion of peace based upon the independence of Cuba. The Queen Regent is prepared, for herself and her son, to take the risk of paying for peace with Cuba and a war indemnity. In this she has been encouraged by the counsels of the Pope, the Czar, and the Emperor of Austria, who have informed the pretender, Don Carlos, that if he should succeed in stealing the Spanish crown they will not recognize his right to wear it. Nobody is now afraid of the republi-

can boggey. In all probability overtures for peace would have reached Washington a fortnight ago were not for the objections of the strong military party in Madrid. Men like Martinez Campos and Weyler are saying that Manila has brought shame to the nation, and the honor of the army requires that the Spanish soldiers have an opportunity of showing their martial qualities. In truth, there is not a Spaniard of any pretensions to intelligence who does not believe that the American army of invasion will get a good drubbing in Cuba. Every army officer is figreely and aggressively confident of the superiority of the Spanish soldiers now in Cuba over any force the United States will be able o send against them before the end of this year. They declare, therefore, that the army must have a chance to vindicate the national honor. even though this should indefinitely prolong the war, and Spain should lose the remainder of her fleet and the Philippines. The indications to-day are that the military party will have its way.

REJOICINGS IN MADRID.

They See Matter for Special Thanks in Our Special Cable Desputch to Tax Sur

Mannin, June 4. - In the Chamber of Deputies to-day Senor Silveia, the Conservative leader, congratulated the Government upon the tidings of Spanish victory received from Santiago de

Senor Salmeron, the Republican leader, proposed that a congratulatory message be sent to the military and naval forces in Cuba. This was agreed to unanimously. Senor Aunon, Minister of Marine, says that

the wreck of the Merrimac does not impede navigation of the entrance Sautiago Bay. The coal that is on board the w. k may be ered and used by the Spanis warships.

RUSSIAN ADVICE TO SPAIN. it is Suggested That She Seek European Inter-

vention to End the War. Special Cable Despatch to Tun Sus. St. PETERSBURG, June 4. - The Novoe Fremyo advises Spain to seek European intervention in

the war with the United States. It says: Spain cannot win, and she may lose everything except her honor. "The sympathy of the European powers is doubtless on the side of Spain. time, it is impossible to ignore the fact that her position in this unequal struggle is almost hope-

less. After all Cuba is of no such value that Spain should exhaust her resources for its sake." SLANDERING GOMEZ.

Blance Secorts Bis Alleged Selief That He Will Fight Our Arm).

Special Cubic Desputch to THE SUR Madrid, June 4.—Captain-General Blanco telegraphs from Havana that in consequence of quarrule between the insurgent leaders. Garcia and Gomez, the belief is growing that Gemes will lead his forces against the Americans.

Thomas A. Edison's Latest Triumph The "Standard." The cheapest high-grade phone graph in the world. St. James Building, 26th st. and hreadway.—44s.

Worth Soning